

Results

Crash Reductions (Using 5.25 Year Before and After Periods)

Total Crashes*:	17.7% Reduction	(From 113 crashes to 93 crashes)
Target Crashes**:	100.0% Reduction	(From 37 crashes to 0 crashes)
Total Injury Crashes:	100.0% Reduction	(From 11 crashes to 0 crashes)
Target PDO Crashes:	100.0% Reduction	(From 16 crashes to 0 crashes)
AADT:	29.2% Increase	(From 24,000 vehicles to 31,000 vehicles)

Although the reduction in Total Crashes was minimal, the Treatment Location appears to have had a substantial decrease in the number of Target Crashes from the before to the after period. The raised median channelization has been effective at reducing the number of Target Crashes by providing access control and eliminating a majority of conflict points that were occurring at the driveways near the intersection.

Location Photos Taken on March 9, 2006



Facing East on Main St



Facing West on Main St



Facing South on Old Winston Rd

For the complete project evaluation report and reports on other projects, please go to:
<http://www.ncdot.org/doh/preconstruct/traffic/Safety/ses/projects/completed.html>

North Carolina Department of Transportation
Traffic Engineering and Safety Systems Branch
Traffic Safety Systems Management Section
Safety Evaluation Group

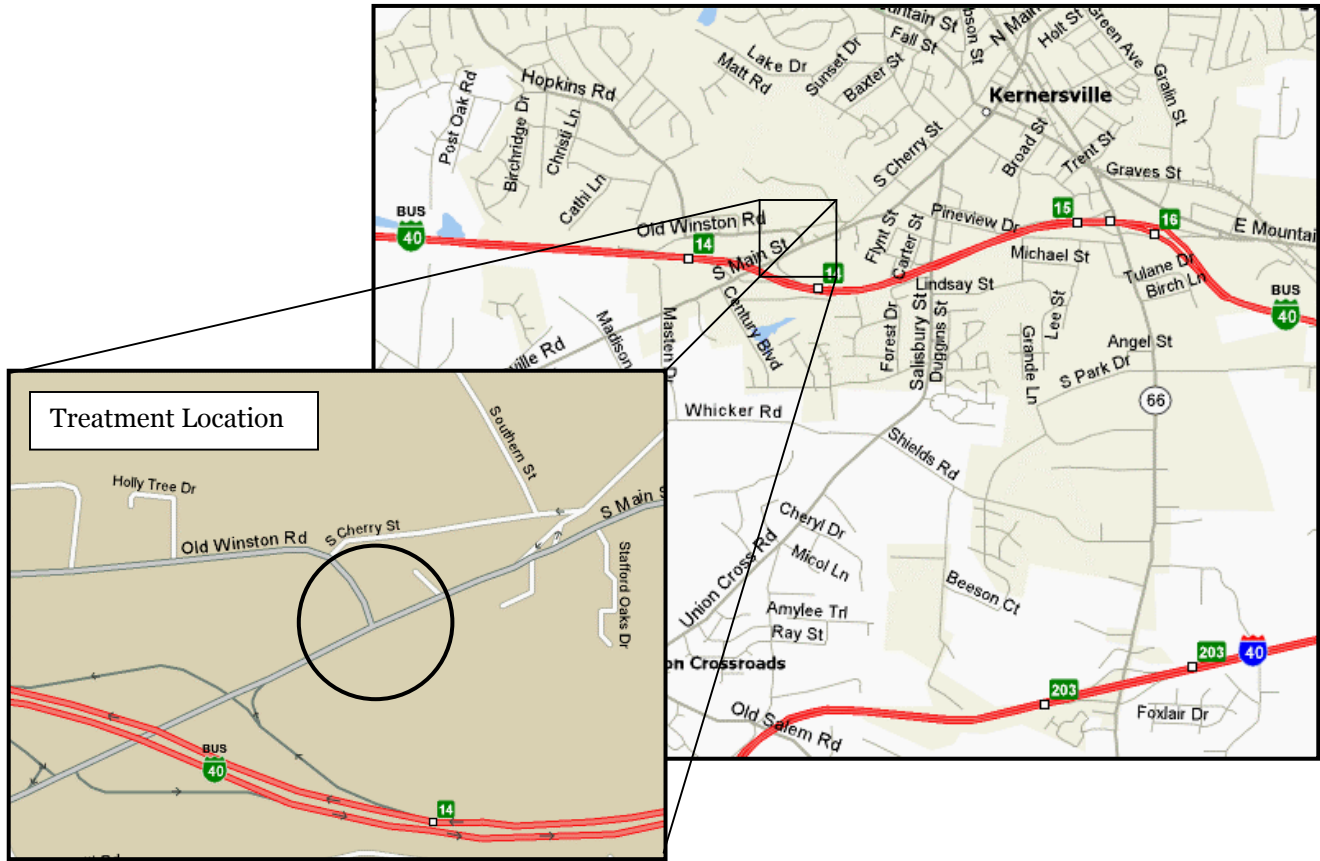
Evaluation of Spot Safety Project # 09-99-209

The Installation of Raised Median Channelization on Three Approaches
At the Intersection of SR 4315 (Main St) and SR 2648 (Old Winston Rd)
In Forsyth County

The subject intersection is located just north of I-40 Business Exit 14 in Kernersville. Traffic Engineering staff originally recognized this location as needing safety improvements because it had experienced 66 Total Crashes in the three year time period between November 1, 1995 to November 1, 1998. Eighteen of the 66 crashes were deemed correctable by the improvements, and included 10 left turn-different road crashes, 6 left turn-same road crashes, 1 right turn-different road crash, and 1 angle crash.

The area surrounding the treatment intersection is commercial with several private driveways on all approaches. The south leg of the intersection provides access to the Kerners Village Shopping Center. The channelization was intended to reduce the large number of frontal impact crashes caused by vehicles entering and exiting private driveways in the vicinity of the high volume intersection.

This project was completed on June 30, 2000 at an estimated cost of \$52,500.

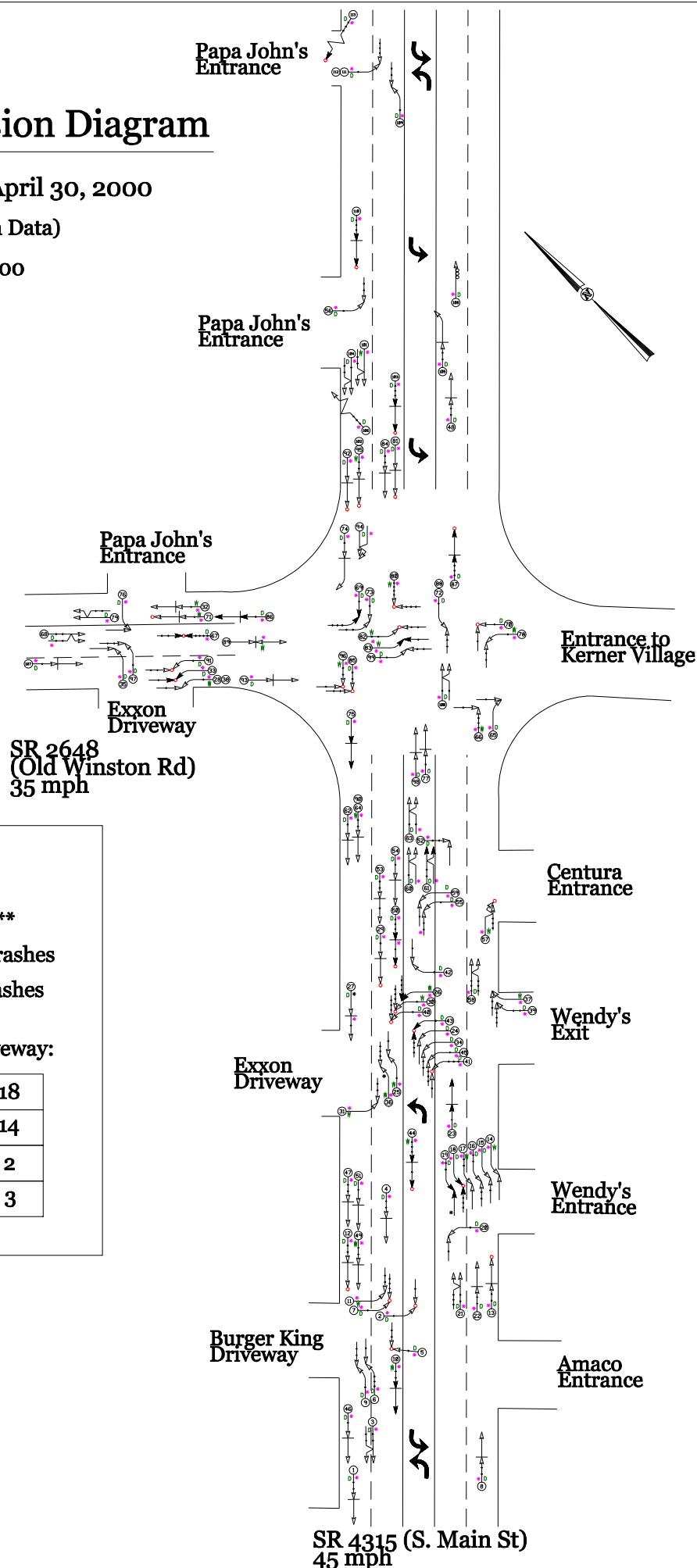


Before Period Collision Diagram

February 1, 1995 through April 30, 2000

(5.25 Years of Crash Data)

1997 ADT = 24,000



- 113 Total Crashes*
- 37 Target Crashes**
- 11 Target Injury Crashes
- 16 Target PDO Crashes

Target Crashes by Driveway:

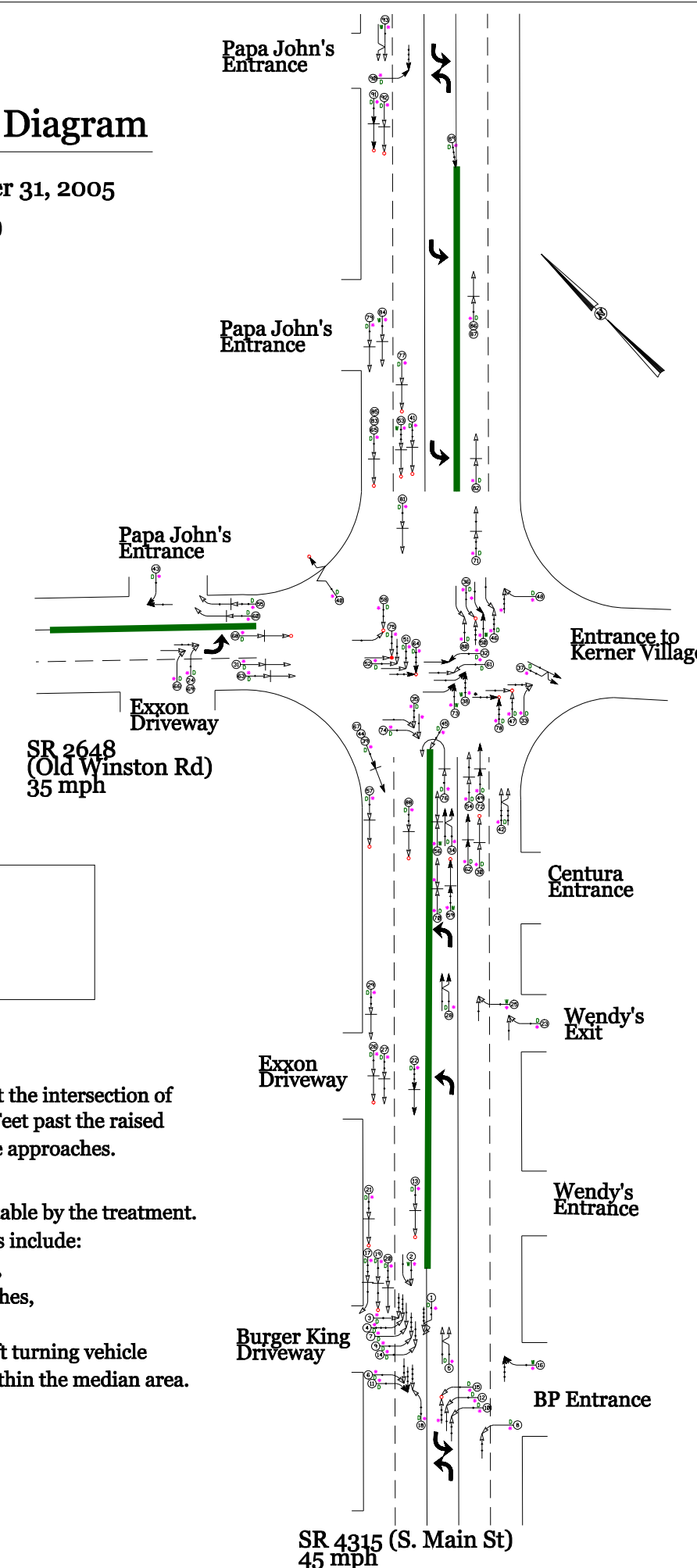
Wendy's	18
Exxon	14
Centura Bank	2
Papa John's	3

After Period Collision Diagram

August 1, 2000 through October 31, 2005

(5.25 Years of Crash Data)

2003 ADT = 31,000



- 93 Total Crashes*
- 0 Target Crashes**

* Total Crashes include all crashes at the intersection of SR 4315 and SR 2648 within 150 Feet past the raised median channelization on all three approaches.

** Target Crashes are deemed correctable by the treatment. For this evaluation, Target Crashes include: Left Turn-Same Roadway Crashes, Left Turn-Different Roadway Crashes, Rear End Crashes, AND Other crashes associated with a left turning vehicle entering/exiting a private drive within the median area.